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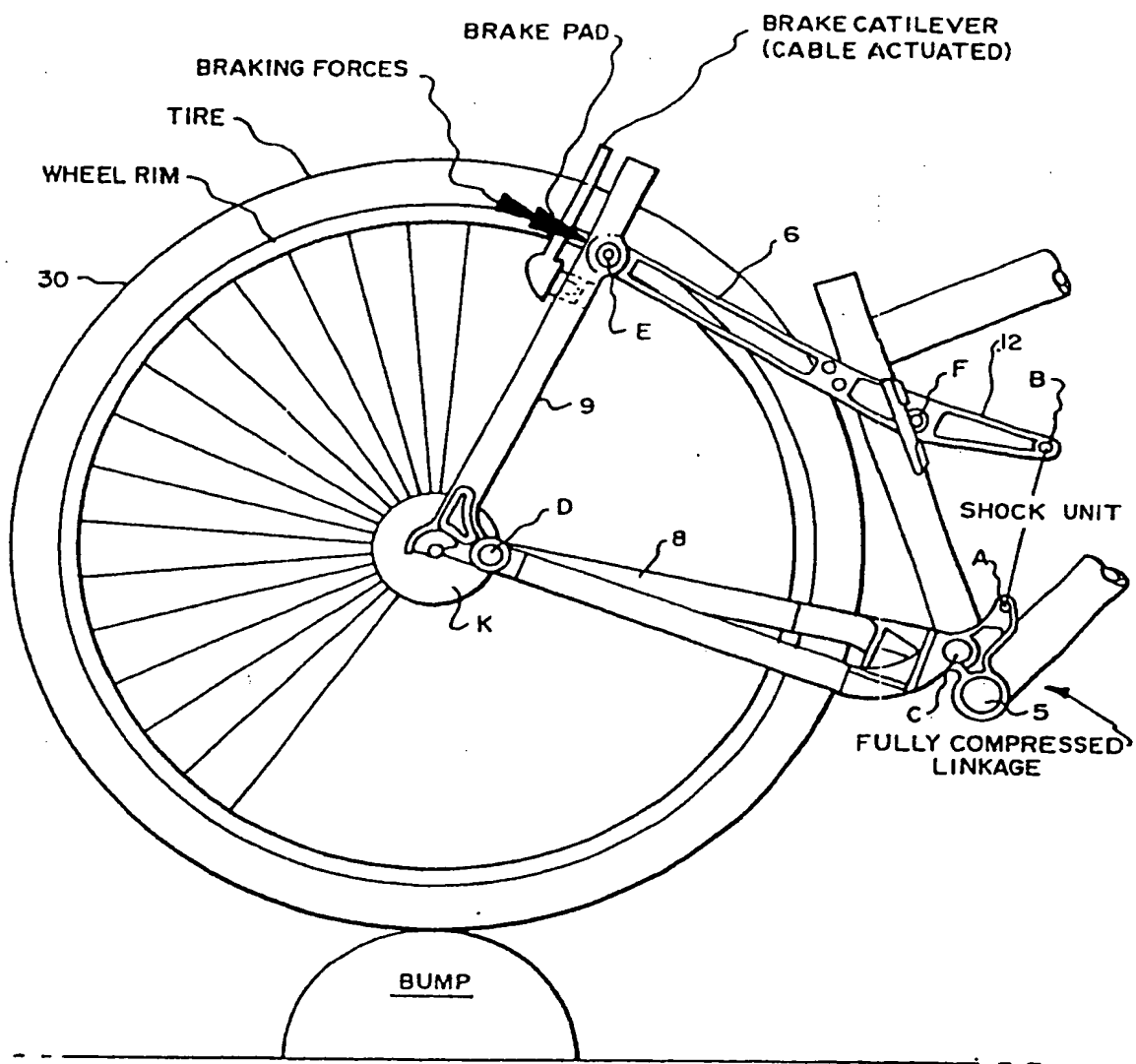
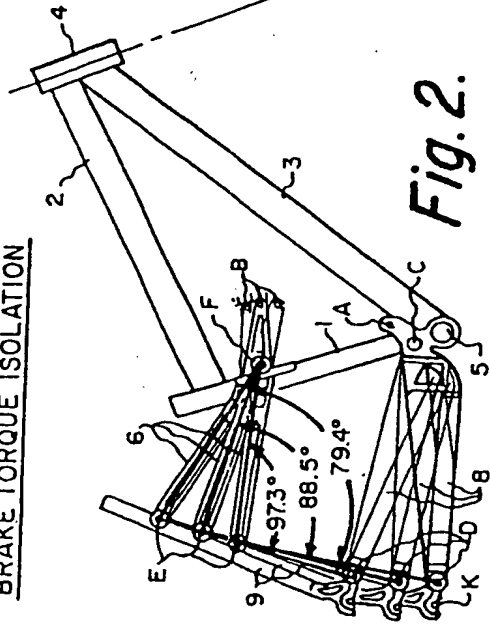
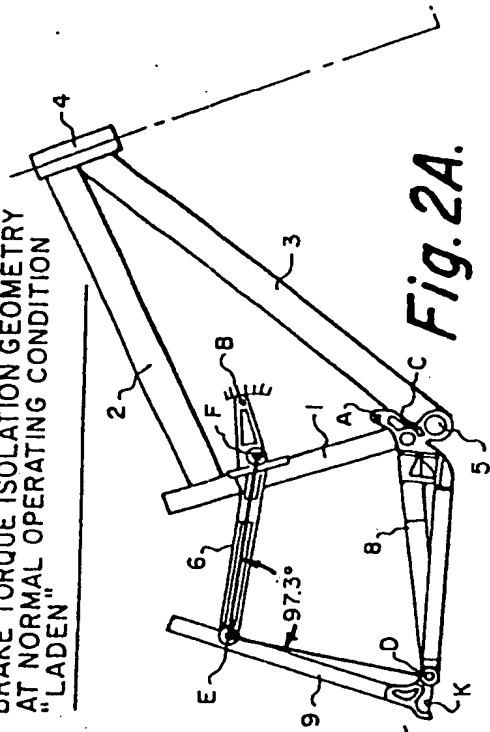


Fig. 1A

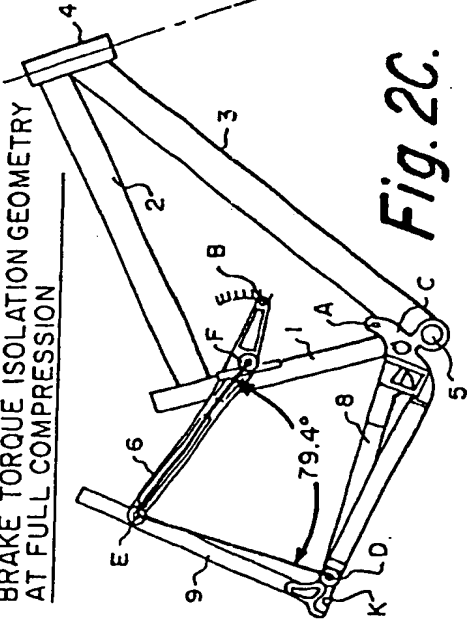
BRAKE TORQUE ISOLATION



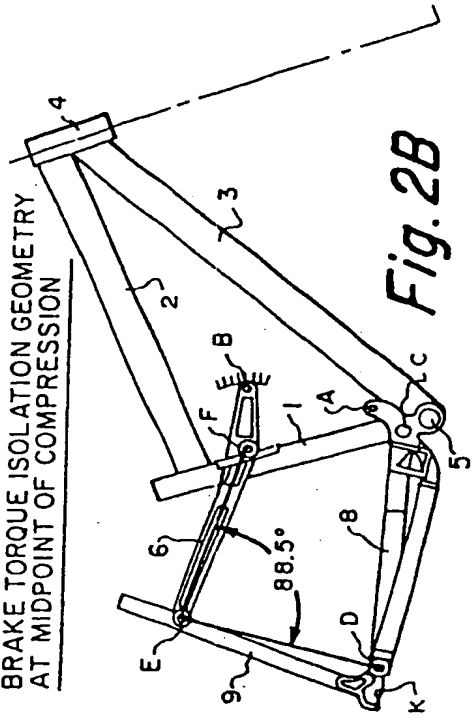
BRAKE TORQUE ISOLATION GEOMETRY AT NORMAL OPERATING CONDITION "LADEN"



BRAKE TORQUE ISOLATION GEOMETRY AT FULL COMPRESSION



BRAKE TORQUE ISOLATION GEOMETRY AT MIDPOINT OF COMPRESSION



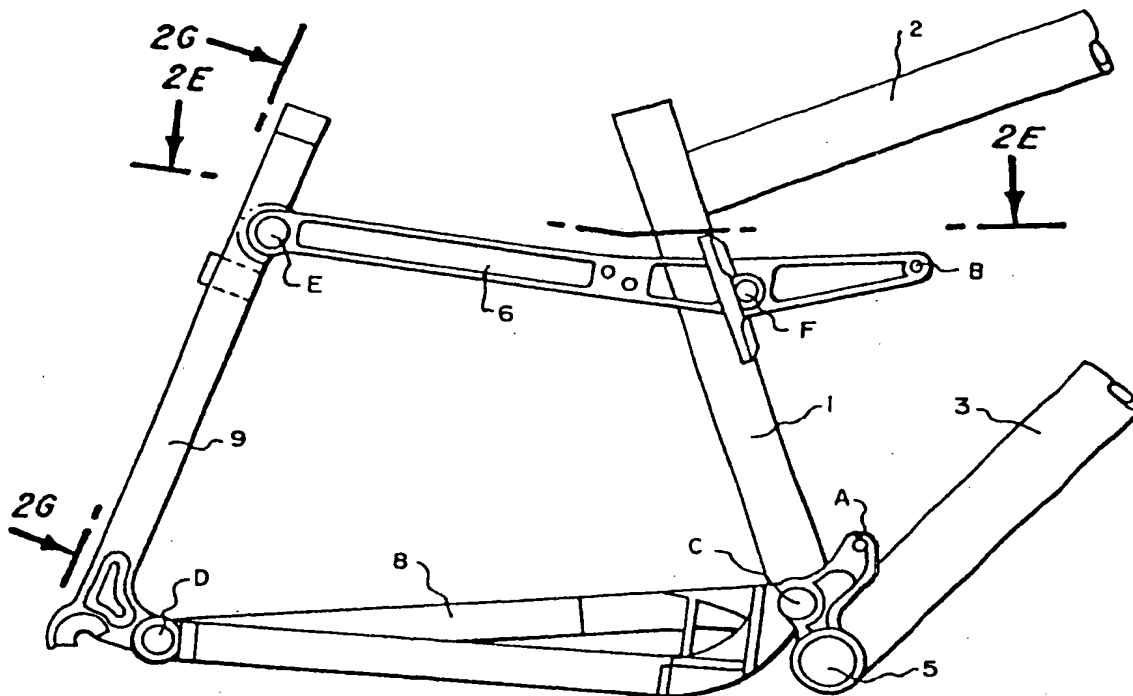


Fig. 2D

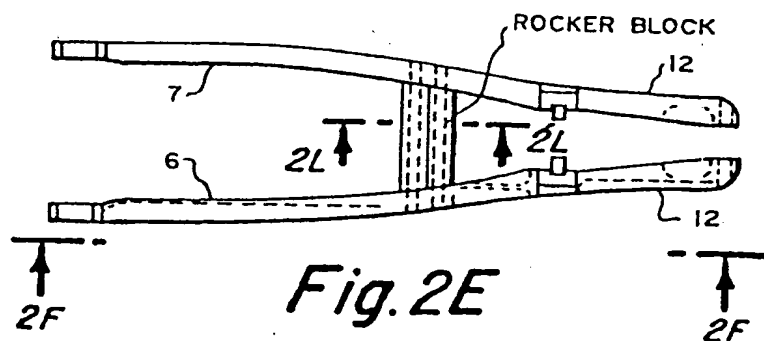


Fig. 2E

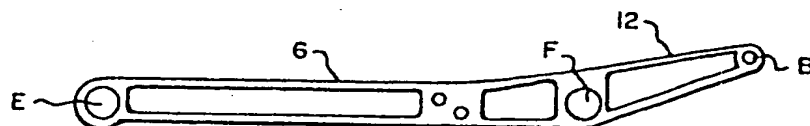


Fig. 2F

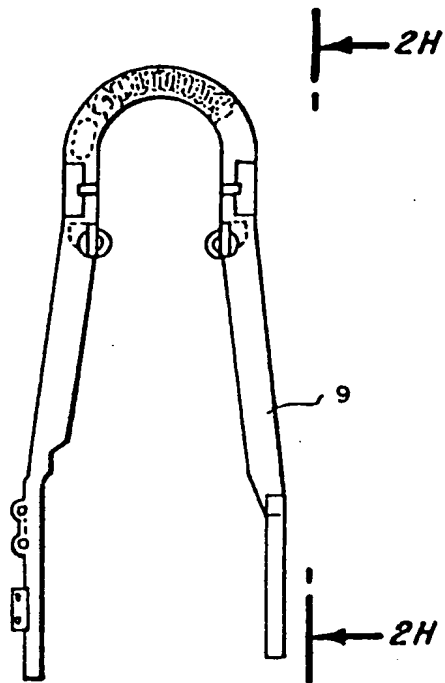


Fig. 2G

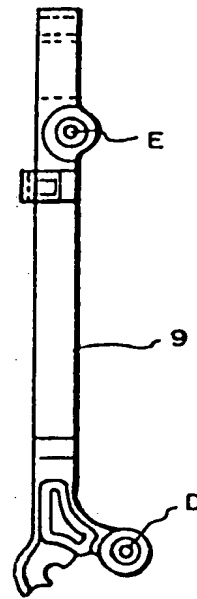


Fig. 2H.

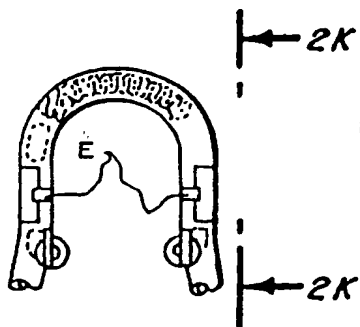


Fig. 2I

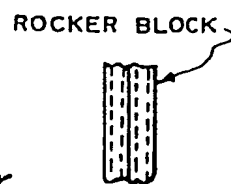


Fig. 2J

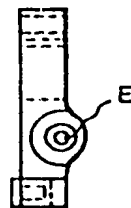


Fig. 2K



Fig. 2L

VIRTUALLY VERTICAL WHEEL TRAVEL PATH

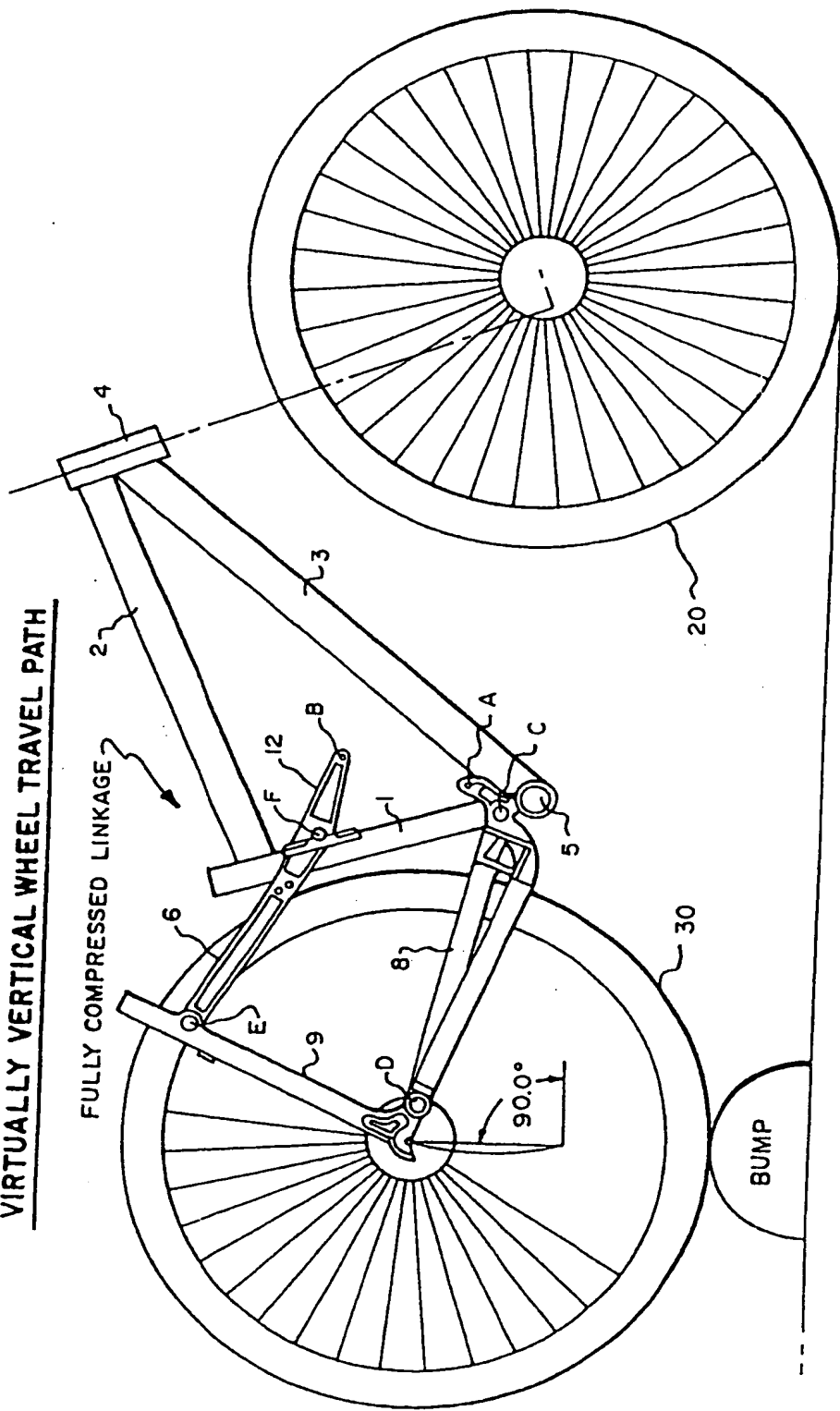


Fig. 3.

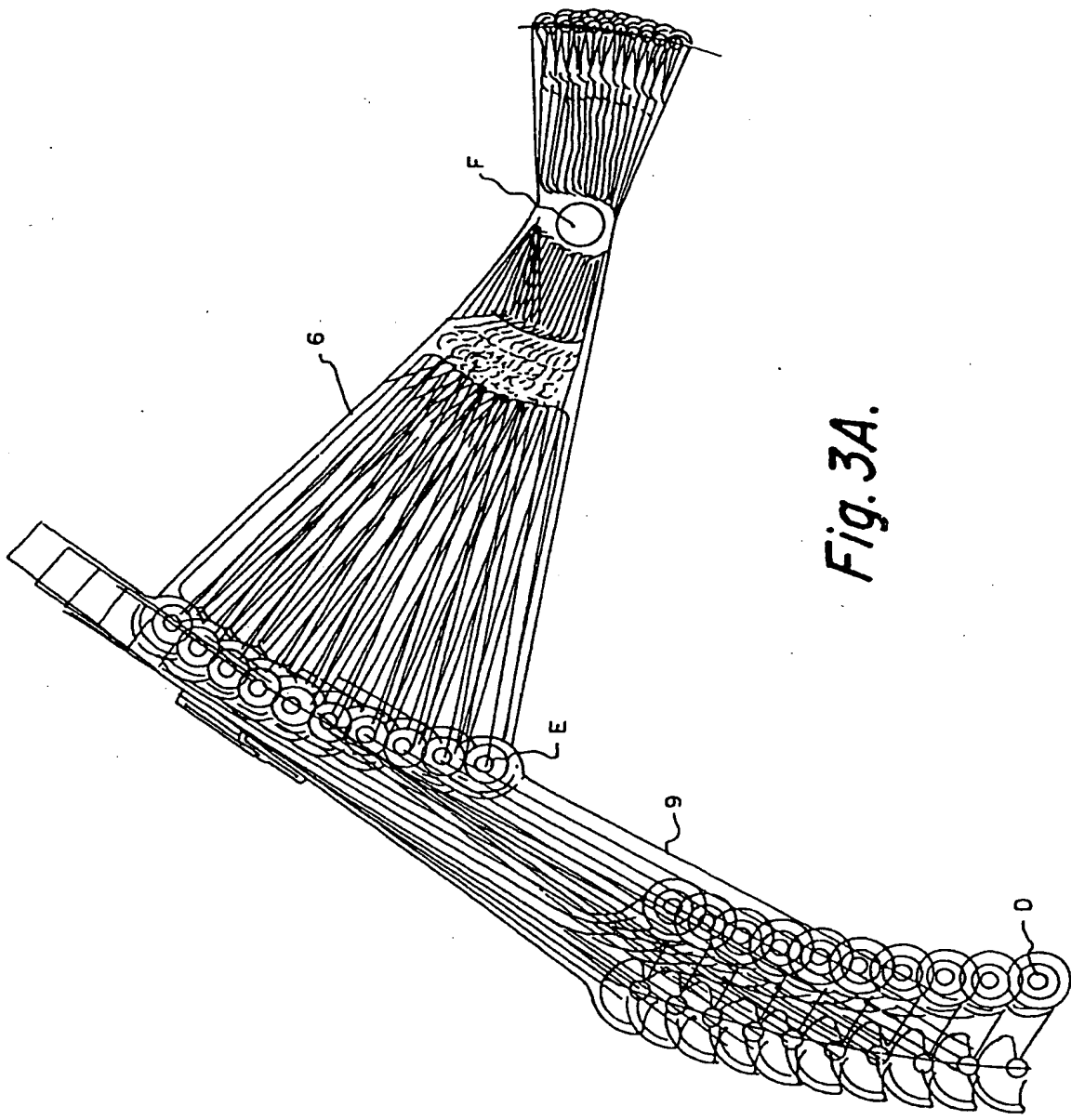


Fig. 3A.

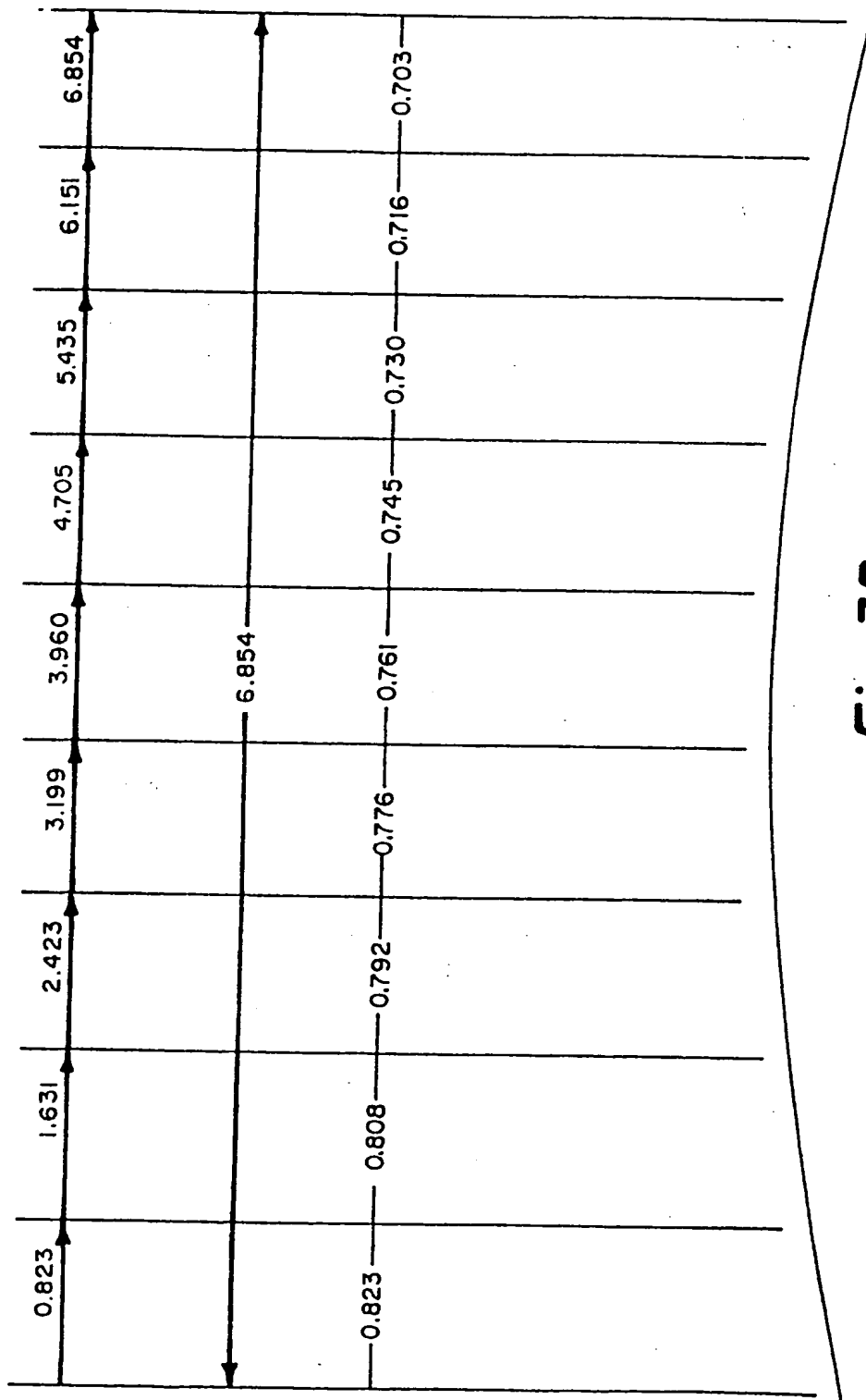


Fig. 3B

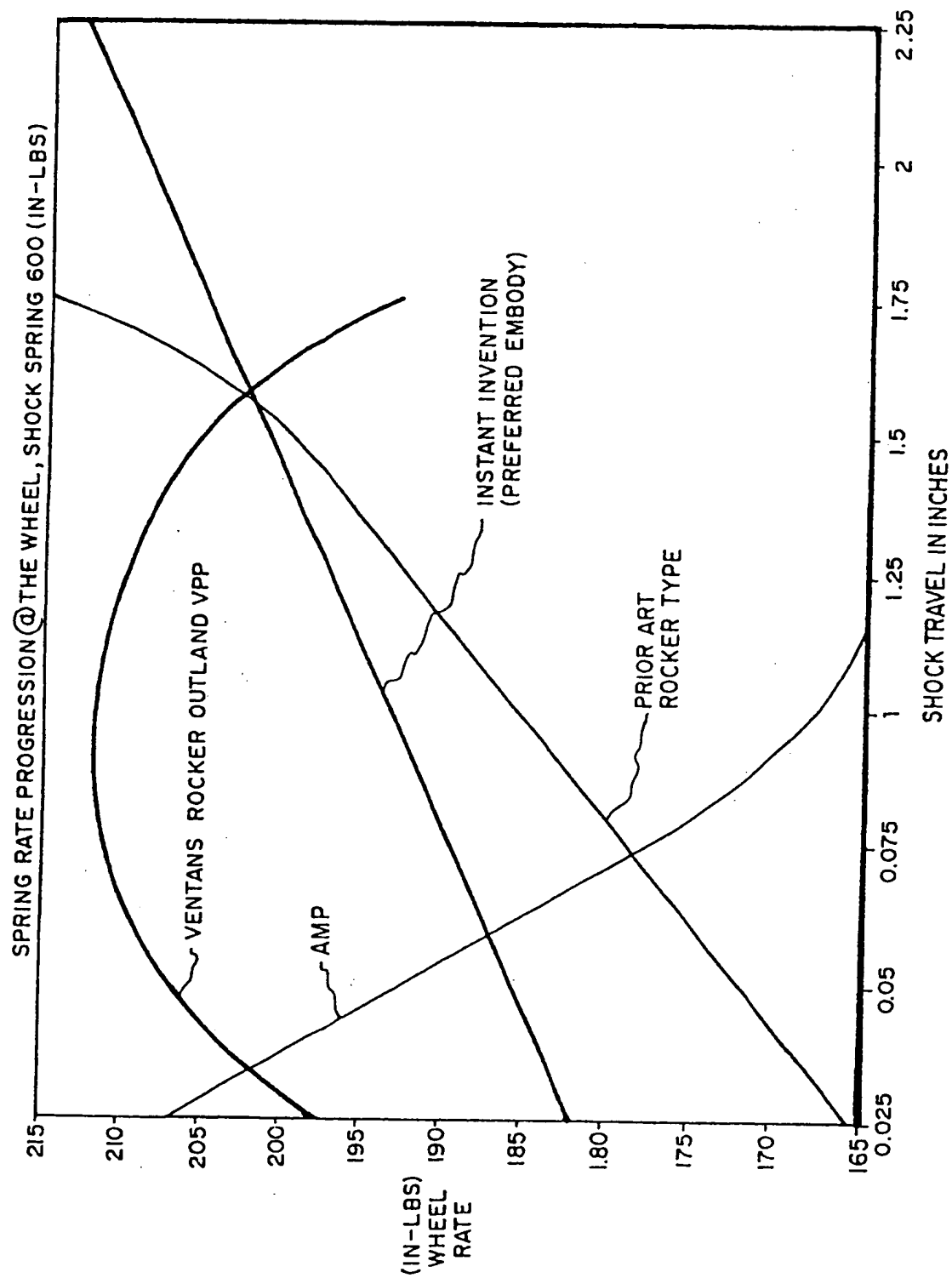
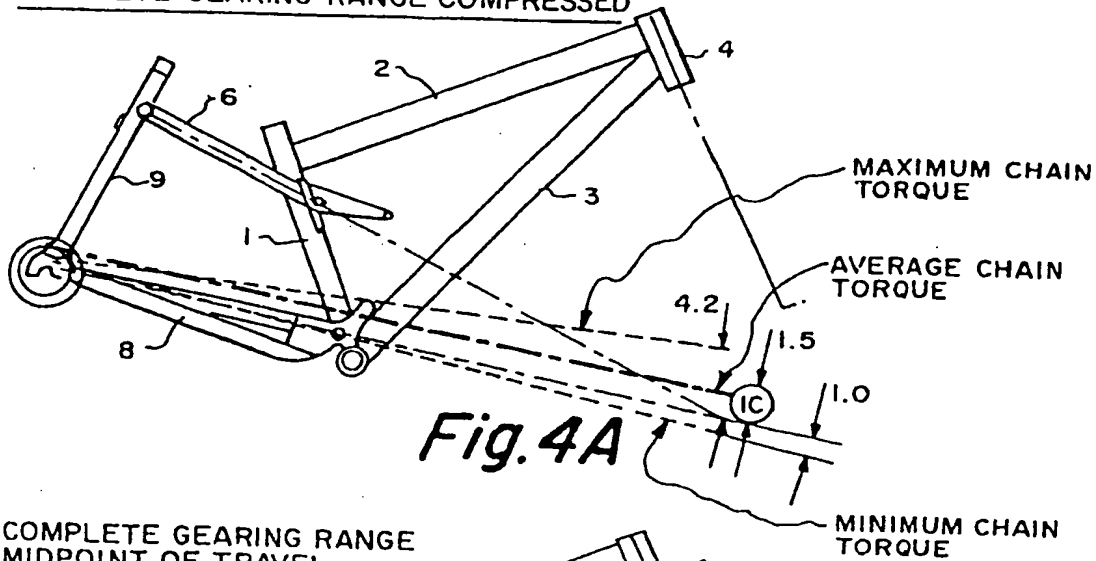
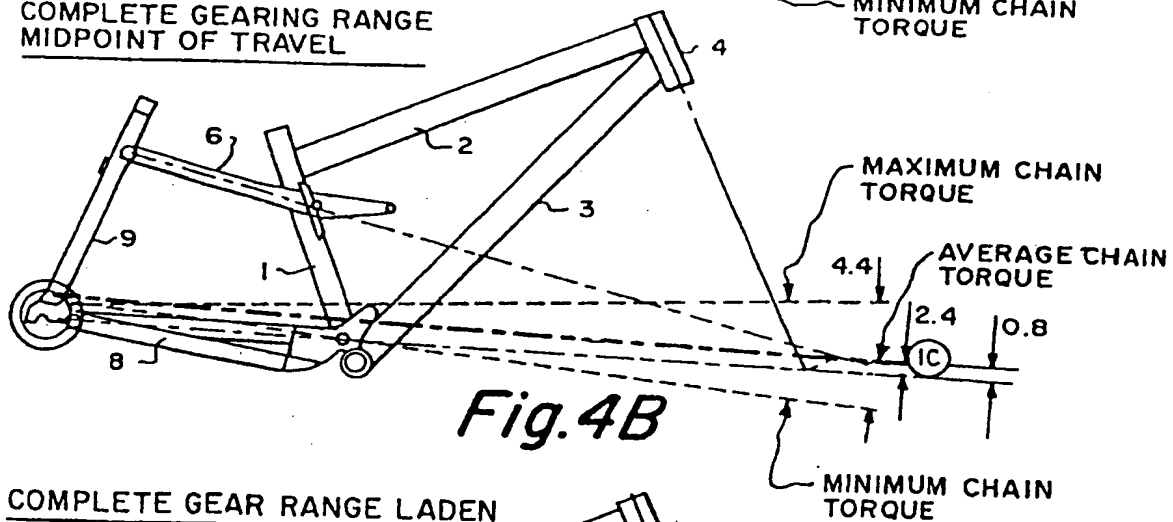


Fig. 3C.

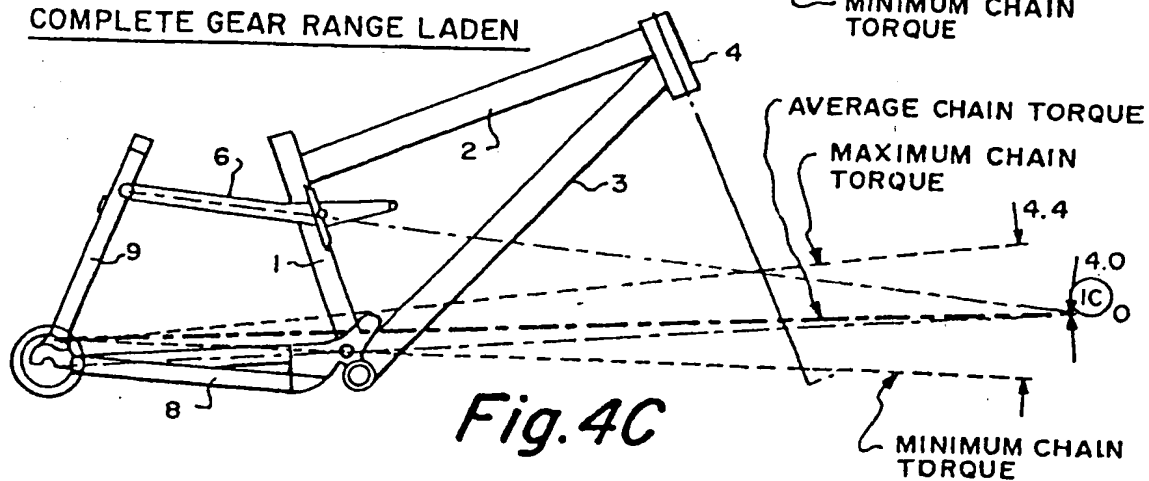
COMPLETE GEARING RANGE COMPRESSED



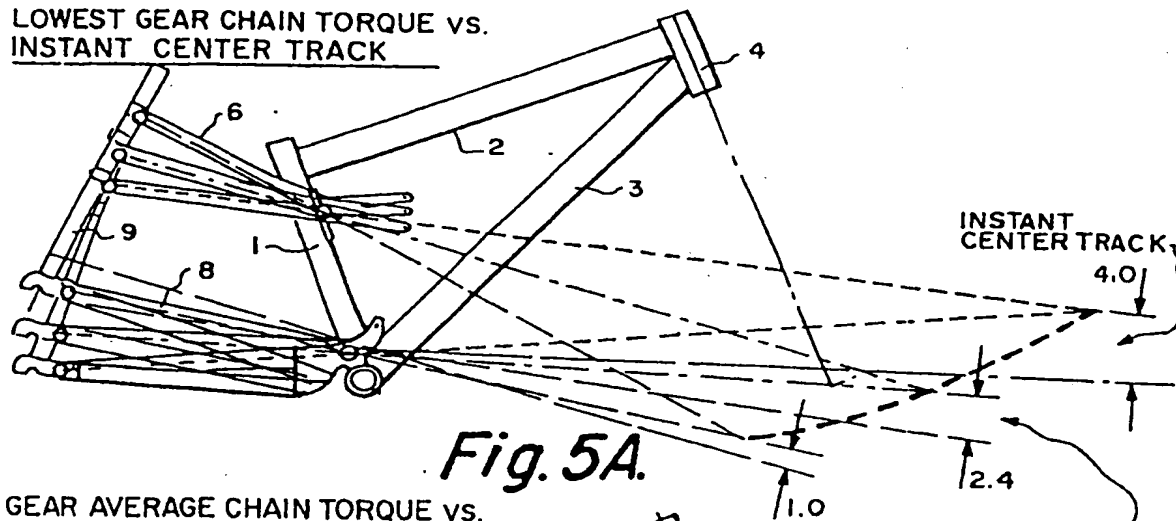
COMPLETE GEARING RANGE MIDPOINT OF TRAVEL



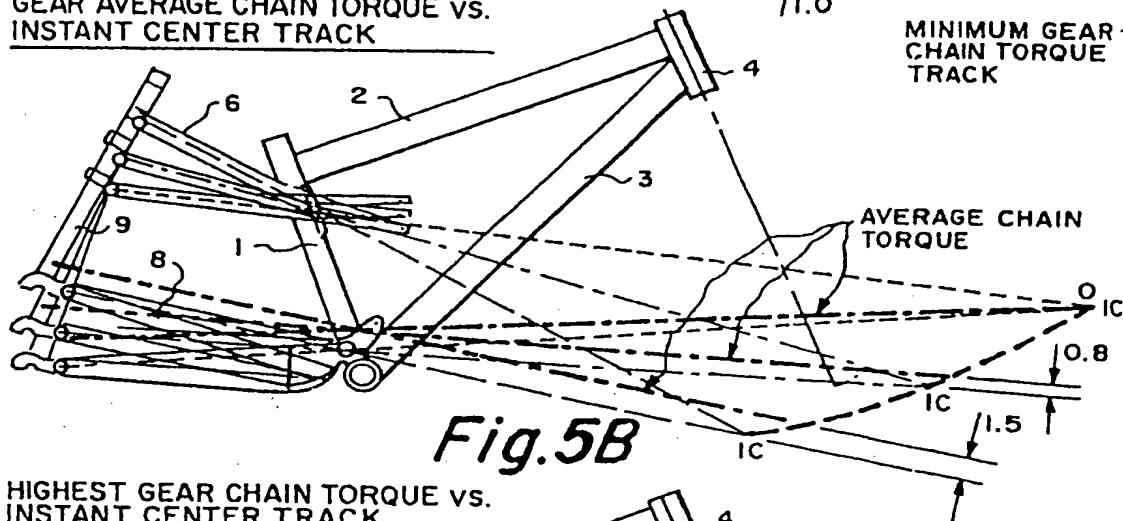
COMPLETE GEAR RANGE LADEN



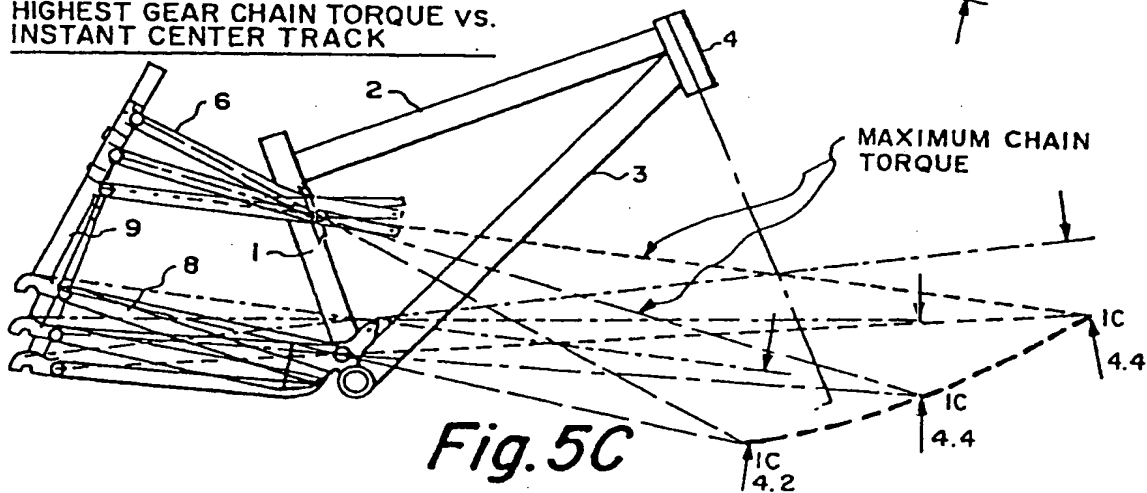
LOWEST GEAR CHAIN TORQUE vs.
INSTANT CENTER TRACK



GEAR AVERAGE CHAIN TORQUE vs.
INSTANT CENTER TRACK



HIGHEST GEAR CHAIN TORQUE vs.
INSTANT CENTER TRACK



HUMAN BODY MASS
CENTER SEATED
TO STANDING

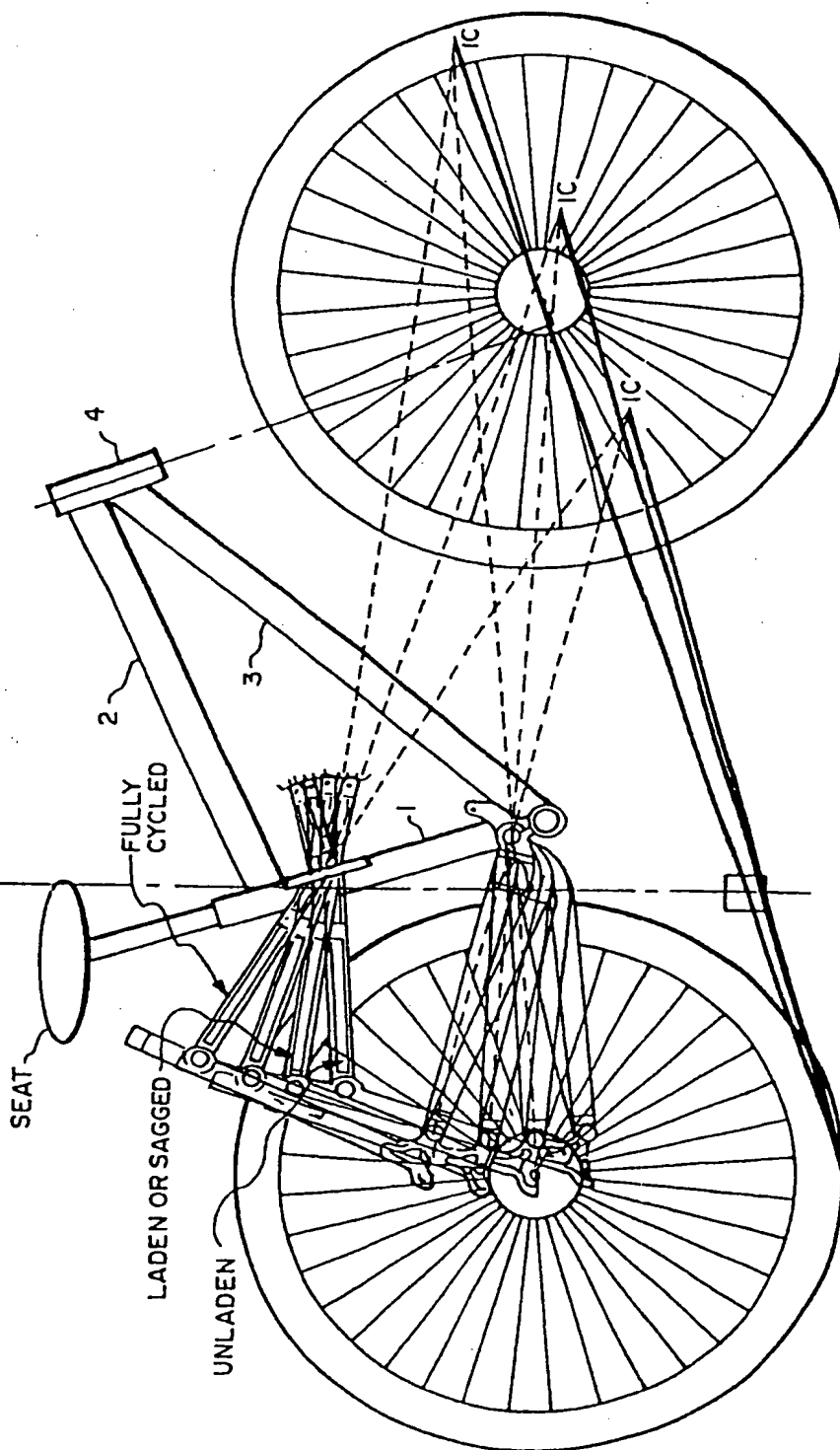


Fig. 6.

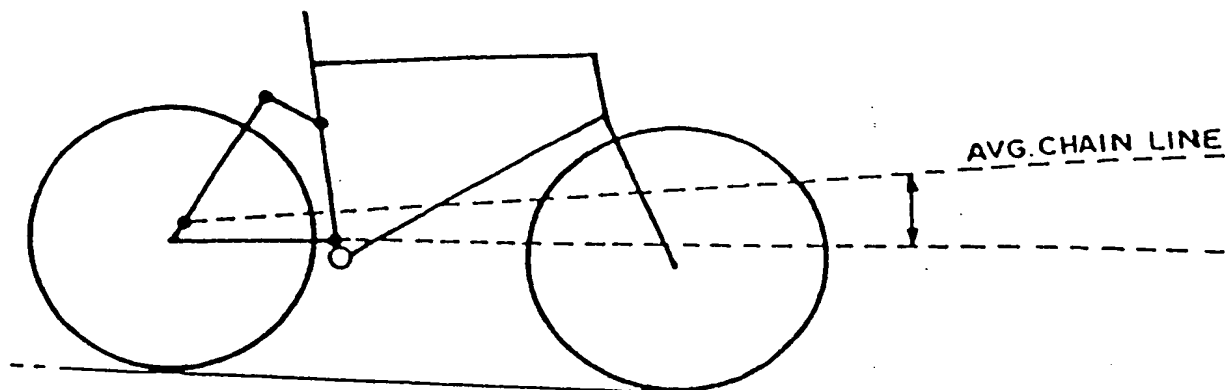


Fig. 7. -Prior Art-

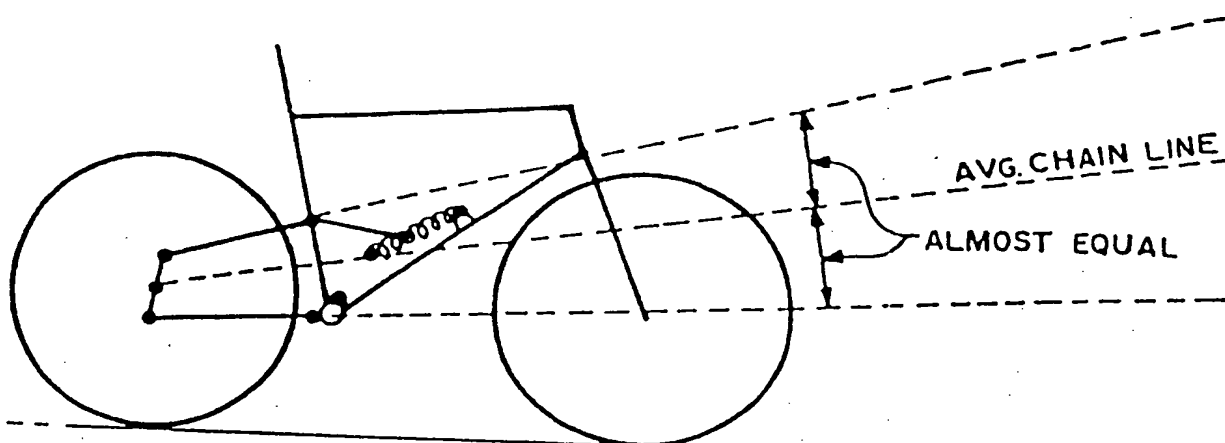


Fig. 8. -Prior Art-

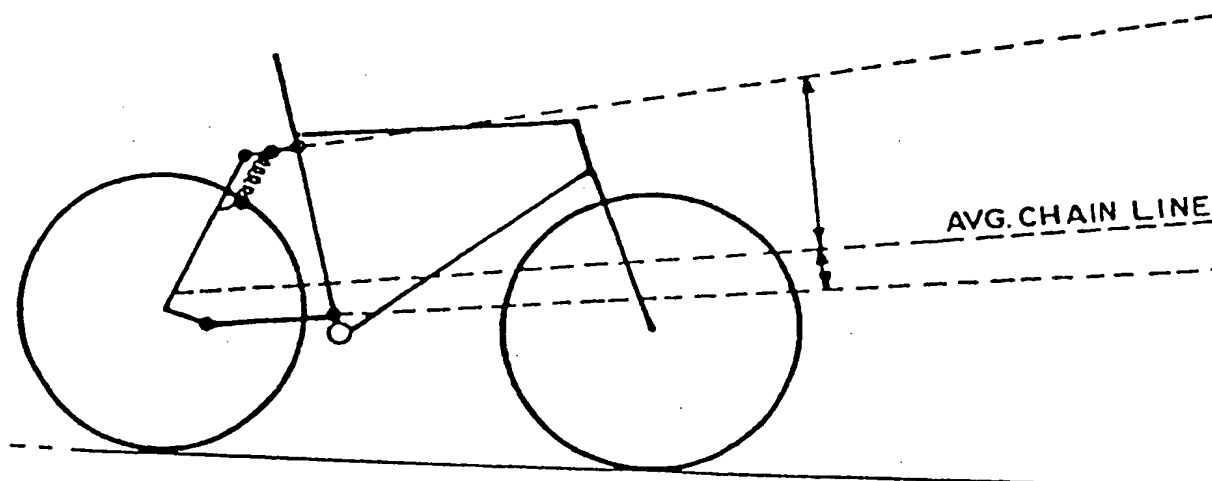


Fig. 9. -Prior Art-

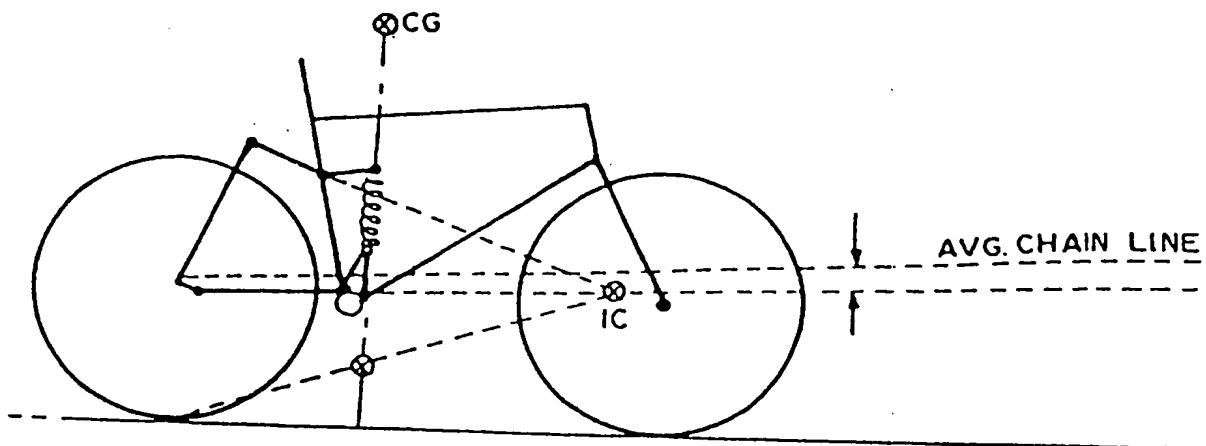


Fig. 10. -Prior Art-

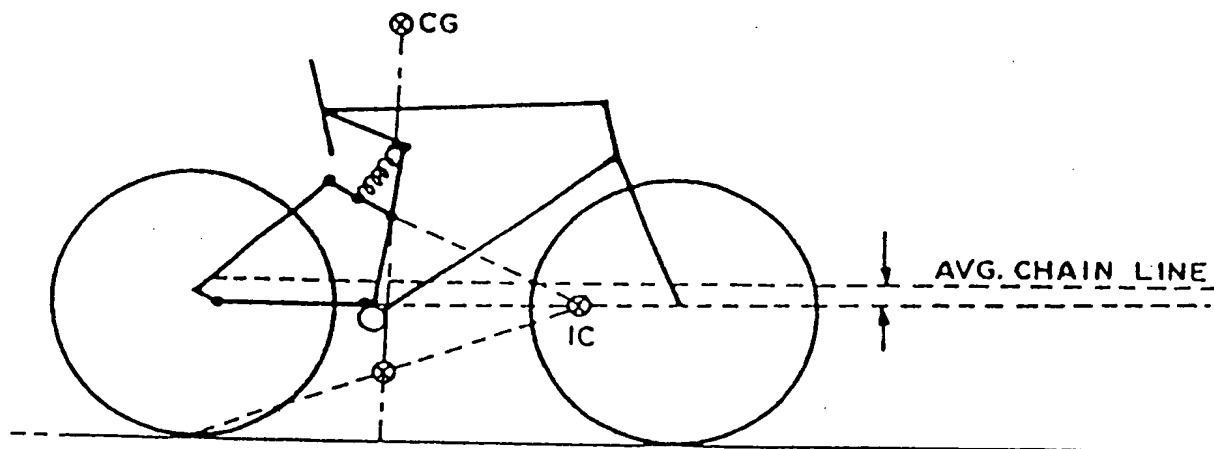


Fig. 11. -Prior Art-

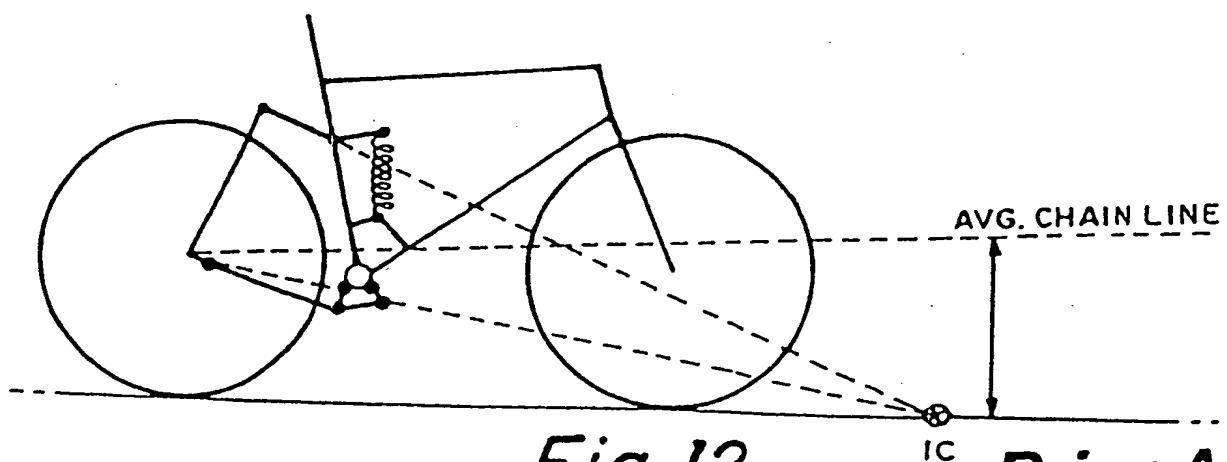


Fig. 12. -Prior Art-

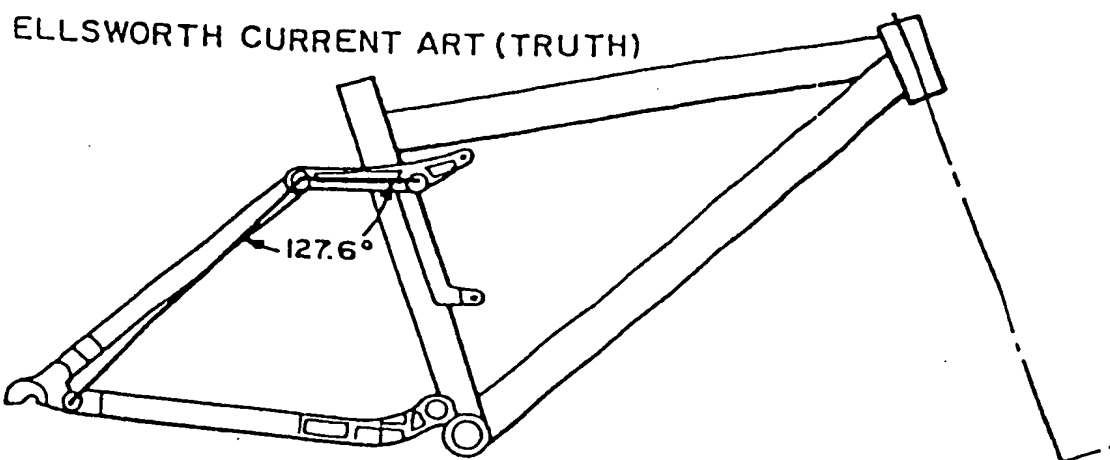


Fig. 13A -Prior Art-

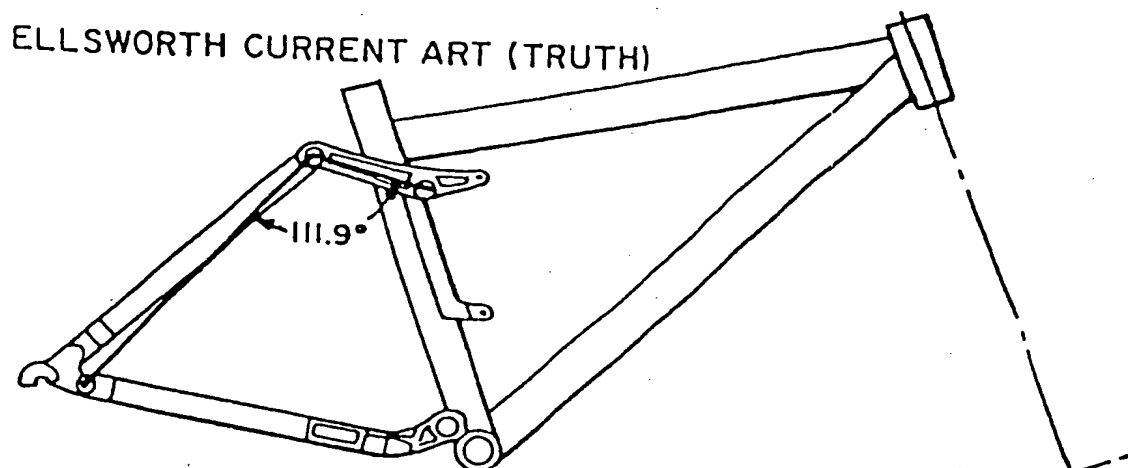


Fig. 13B -Prior Art-

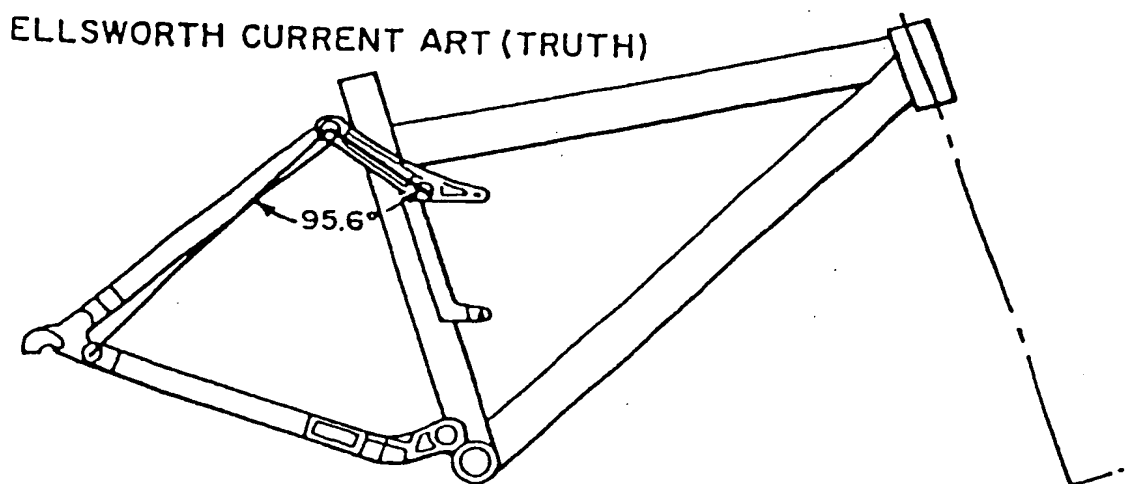
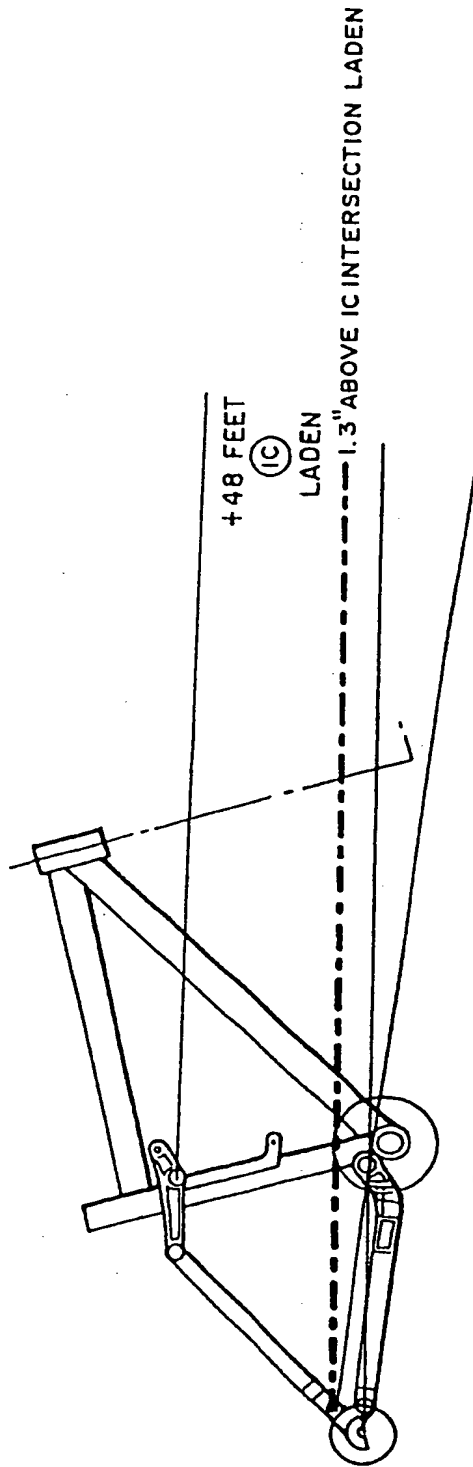
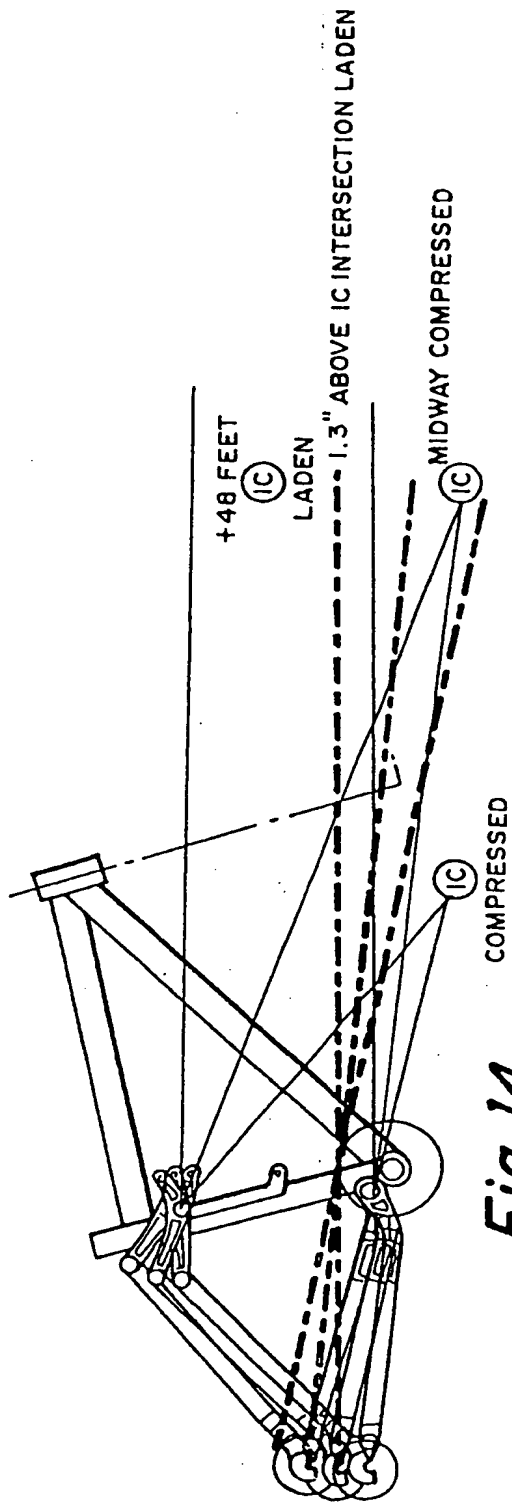
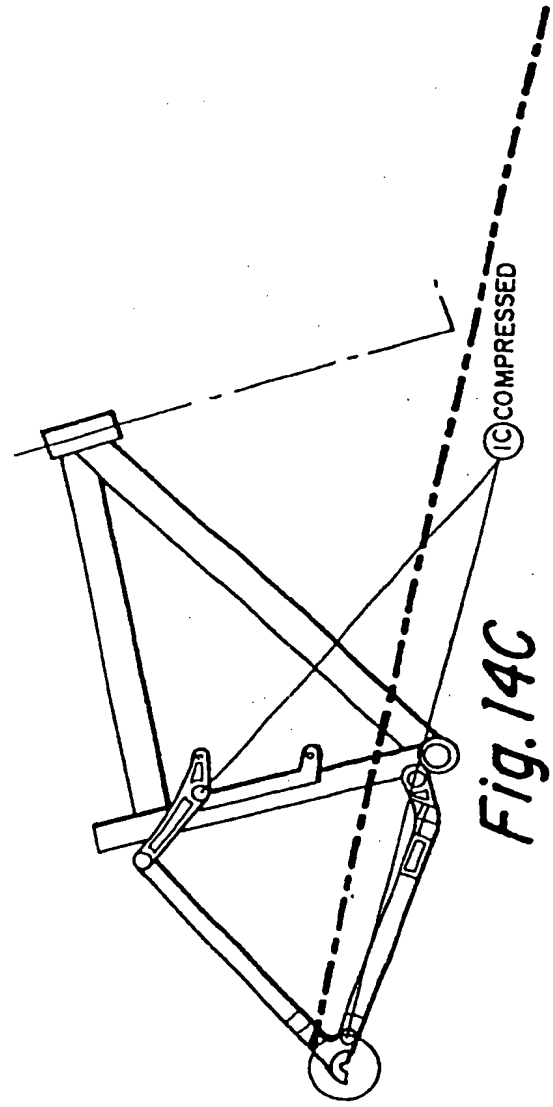
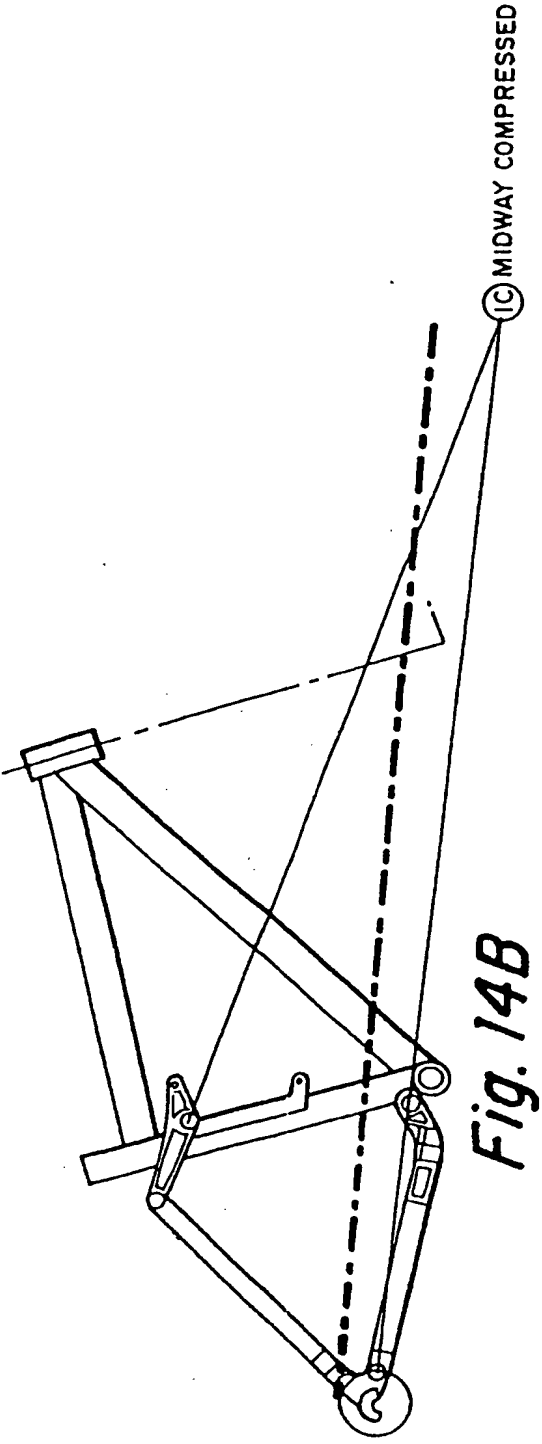


Fig. 13C -Prior Art-





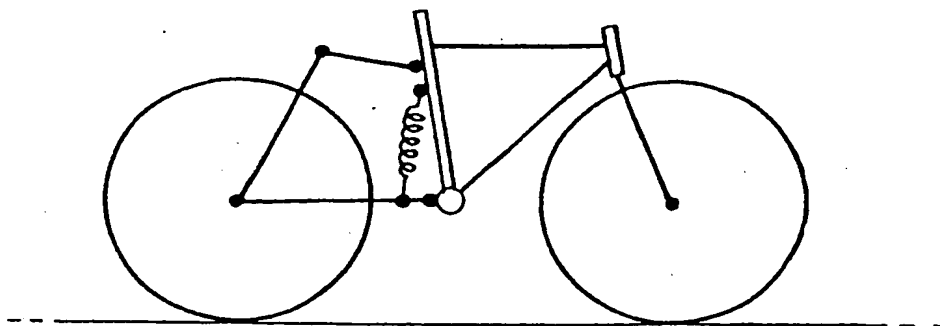


Fig. 15

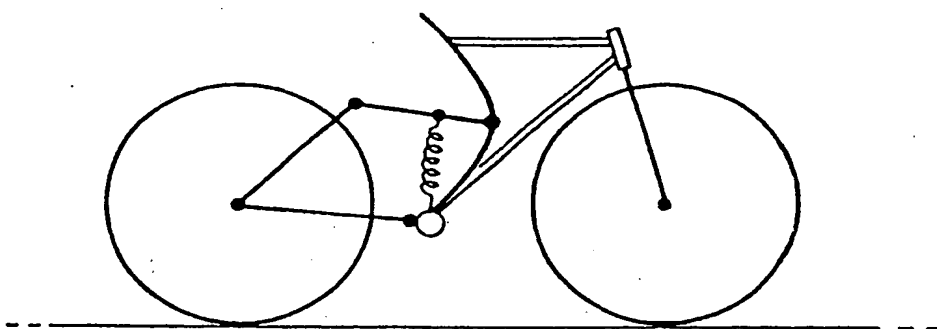


Fig. 16

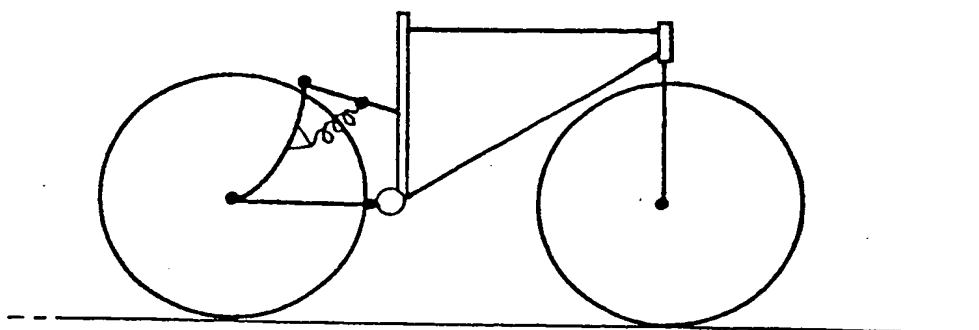
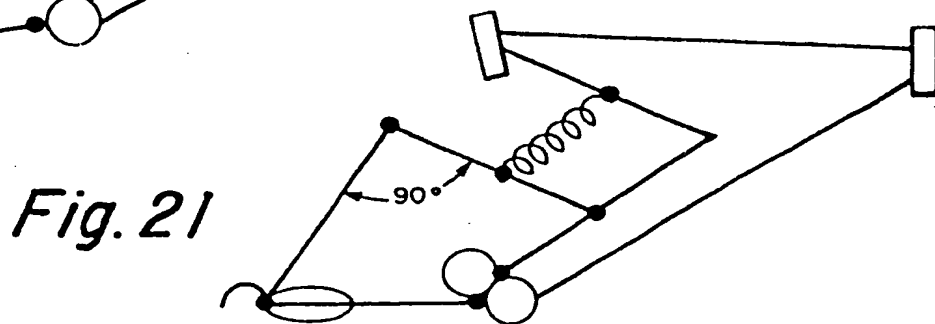
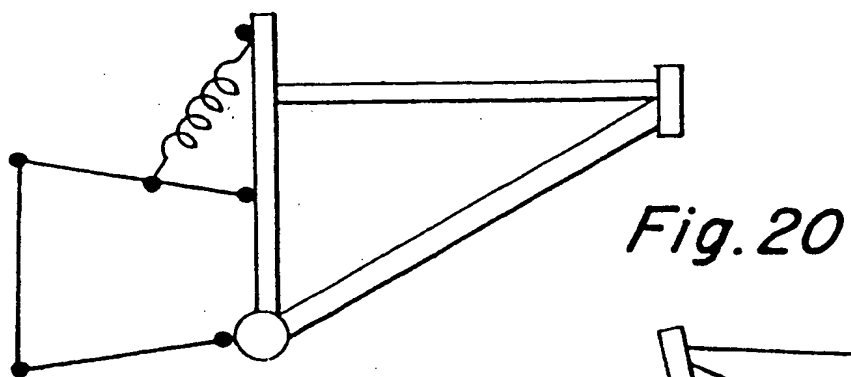
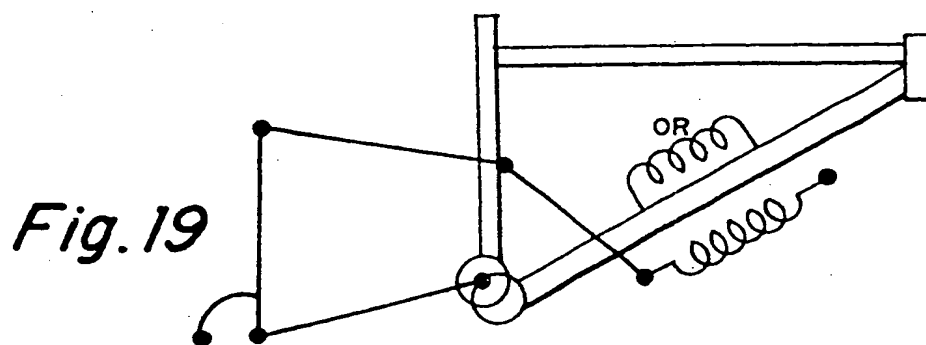
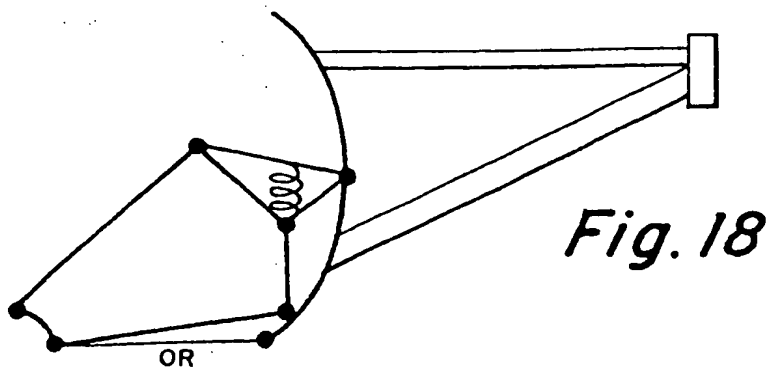


Fig. 17



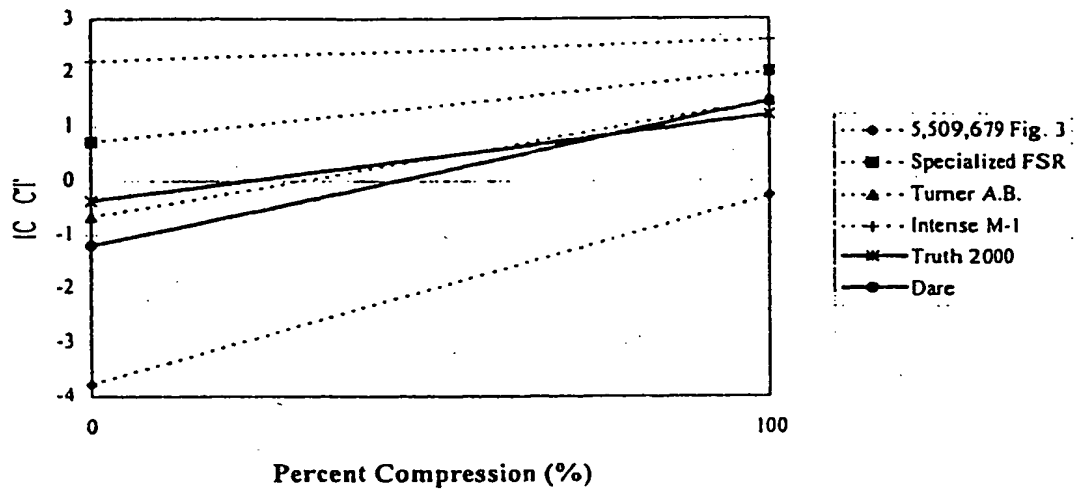


Fig. 22A.

% Compression	IC-CT							
	5,509,679 Fig. 3	pecialized FSR	Turner A.B.	Intense M-1	Truth 2000	Dare	GT Lobo	GT LTS
0	-3.77	0.71	-0.66	2.2	-0.36	-1.2	-10.6	-35.25
100	-0.27	2.01	1.46	2.6	1.2	1.46	-5.00	3.00

Fig. 22B.

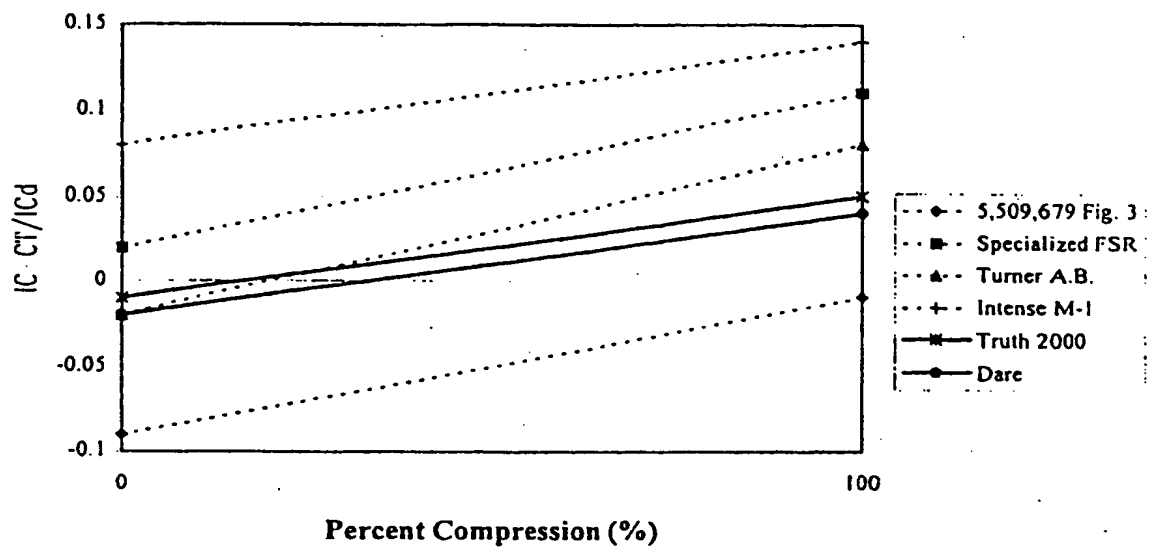


Fig. 23A.

% Compression	IC-CT/ICd							
	5,509,679 Fig. 3	pecialized FSR	Turner A.B.	Intense M-1	ruth 200	Dare	GT Lobo	GT LTS
0	-0.09	0.02	-0.02	0.08	-0.01	-0.02	-0.12	-0.10
100	-0.01	0.11	0.08	0.14	0.05	0.04	-0.09	0.07

Fig. 23B.